



**US Army Corps  
of Engineers®**  
New York District

# NEW YORK & NEW JERSEY HARBOR

## NAVIGATION PROJECT

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### FACT SHEET

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**PROJECT AREA AND PURPOSE:** The project area encompasses the Port of New York and New Jersey and includes the Ambrose and Anchorage Channel; New York and New Jersey Channels (Kill Van Kull and portion of the Arthur Kill); Newark Bay Channel; Bay Ridge; and the Port Jersey Channel. The Port of New York and New Jersey is the largest port on the East Coast, providing more than 228,900 direct and indirect jobs in port related activities and \$20 billion in economic activity to the State of New York and New Jersey. The Port receives and ships waterborne general cargo to all parts of the United States and throughout the world. Rail, truck, and inland waterway routes throughout the region are used to transport commerce to large segments of the northeast and mid-western states. The Port of New York-New Jersey receives petroleum and related products from ports on the Atlantic and Gulf Coasts, the Caribbean, Africa and the Persian Gulf.

Current channels within the Harbor range in depths from 30 to 40 feet. Several shipping lines are constructing vessels with drafts exceeding 45 feet and have expressed a strong interest in entering the Port with these new vessels. The current depths prevent lines from using their new ships or limit them to be used at a reduced capacity under potentially unsafe conditions.

**PROJECT AUTHORIZATION:** Section 101(a)(2), Water Resources Development Act of 2000 (P.L. 106-541)

**RECOMMENDED PROJECT:** The recommended project includes deepening the Ambrose Channel from deep water to the Verrazano-Narrows Bridge to 53 feet below mean low water (mlw), and deepening the Anchorage Channel (from the Verrazano-Narrows Bridge to its confluence with the Port Jersey Channel), the Kill Van Kull Channel, portion of the Newark Bay Channels, the Arthur Kill Channel (from the Kill Van Kull to the Howland Hook Marine Terminal), the Port Jersey Channel and the Bay Ridge Channel to 50 feet mlw (52 feet mlw in rock or otherwise hard material). The estimated first cost is \$1,781,235,000. The annualized costs is \$156,884,000 and the annualized benefits are \$243,200,00 resulting in net excess benefits of \$86,316,000 and a benefit-to-cost ration of 1.6 to 1.

**STATUS:** The District completed the final feasibility report and final environmental impact statement on 29 Dec 99. The Division Engineer issued his public notice of the study completion on 30 Dec 99. The Chief of Engineers signed his report on 2 May 00 and the Assistant Secretary of the Army (Civil Works) (ASA (CW)) forwarded it to the Administration (Office of Management and Budget, OMB) on 5 Jul 00 for final policy review. OMB completed its review on 19 Oct 00. On 11 Dec 00, the President signed the Water Resources Development Act of 2000 (P.L. 106-541), authorizing the project. The Port Authority of New York and New Jersey (PANYNJ) and the ASA(CW) signed the Design Agreement on 29 Jan 01 and the Pre-construction Engineering and Design Phase began on 6 Mar 01. With the FY 2002 Appropriations, Congress combined the funds for this project with the Kill Van Kull and Newark Bay Deepening to 45 ft., the Port Jersey Channel Deepening to 41 ft. and the Arthur Kill Channel-Howland Hook Deepening to 41/40 ft. The District and the PANYNJ completed a consolidation opportunities report in August 02, which identified several consolidation activities. These include the deepening of the Kill Van Kull Contract Area 5 from 40 to 50 ft. by a combination of Federal and PANYNJ contracts and deepening the Kill Van Kull Contract Area 4b from 40 to 50 ft. as a single Federal contract once the Project Cooperation Agreement is executed. In the Port Jersey Channel, the District will deepen the outer portion of the Port Jersey Channel from 35 to 50 ft. as a combination of Federal and non-Federal contracts and defer the construction of the turning basin that is required in the 41 ft. project, but not required once the 50 ft. project is built. Other consolidation opportunities include the combination of several smaller contracts into larger ones. The District estimates that it can achieve a cost savings of approximately \$100 million and reduced the duration of constructing the Kill Van Kull and Newark Bay channels by two years.

### PROJECT COST:

Estimated Federal Cost

738,631,000

Estimated Non-Federal Cost		<u>\$1,042,604,000</u>
	Total	<u>\$1,781,235,000</u>

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